

Robert F. Hagan, Chairman
Spotsylvania County Board of Supervisors
P.O. Box 99
Spotsylvania, VA 22553

September 21, 2005

MEMORANDUM

TO: I-95 HOT Lane Advisory Panel Members
From: Robert F. Hagan *RFH*
Chairman, Spotsylvania County Board of Supervisors
Member, Fredericksburg Area Metropolitan Planning Organization
(FAMPO)
RE: Support for Clark/Shirley HOT Lane Proposal

Regrettably, I am unable to attend your public hearing tonight in Woodbridge because I am participating in a public meeting tonight regarding Spotsylvania's pending transportation referendum, which seeks to fund our transportation needs in absence of state funding from VDOT. I am therefore submitting my comments in writing, and as an individual Spotsylvania resident, to explain why I support the Clark/Shirley proposal for the I-95 HOT Lanes.

FAMPO has studied and addressed our region's transportation needs as pertaining to traffic on Interstate 95, which in many ways serves as "Main Street" through the Spotsylvania region. Some of the findings include:

1. Local traffic traversing our area from Rt. 17 in Stafford County to Massaponax (Rt. 1 in Spotsylvania) is over 40,000 average daily trips (ADT). Through traffic has over 100,000 ADT passing through the region on a daily basis.
2. The most important concern is with our local traffic having to merge with I95 mainline traffic.
3. The results of the 2002-2003 study found CD lanes and additional General Purpose Lanes were needed to address the local traffic needs; consequently serving as the proposed "fix" needed to rectify these local traffic needs.
4. With CD lanes as proposed by the Clark/Shirley team, *all construction is within the existing median* – thereby eliminating the profound difficulty and expense of adding CD lanes to the outside of the Interstate's existing footprint.
5. HOT lanes in the median cause future CD lanes to be built to the outside, causing added impacts of cost, right-of-way, displacement of commercial establishments, etc.

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6. HOT lanes do *not* address local traffic needs.
7. The Clark/Shirley proposed CD and GP lanes bring 33% more lanes miles than just HOT Lanes.
8. The proposed solution of new CD lanes and added GP lanes also addresses the local needs on weekends. HOT lanes would be reversible and not available half the time to the traffic demands. Where the added GP lane capacity is always available.

Clearly, Clark/Shirley brings the local solution sought by residents in the Fredericksburg region, *and they are free for use by local drivers!* I add my strong personal endorsement and full support of Clark/Shirley as the PPTA team to complete this needed project.

Thank you for your consideration.